

25X1

INTELLOFAX 9

CONFIDENTIAL
 CLASSIFICATION ~~SECRET~~ CONTROL/US OFFICIALS ONLY
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1A

INFORMATION REPORT

CD NO.

COUNTRY

Germany (Russian Zone)

DATE DISTR.

13 Feb. 1952

SUBJECT

1. Improvement or Dismantling of Railroad Lines
 2. Operational Difficulties of DDR Railroads

NO. OF PAGES

3

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

412

DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

25X1X

ILLEGIB

1.

- a. Work on the construction of a connecting curve east of Eberswalde was started in late August 1951. The cost of this project is estimated at 3,700,000 eastmarks; the scheduled completion date is 31 December 1951. (1)
- b. The Saaten/Neuendorf-Oderberg/Erulitz railroad line, a 7-km stretch, is scheduled to be completed by 31 December 1951. This project includes the construction of four or five minor bridges and of a bridge, 45 meters long, over the Hohenzollern Canal. (2)
- c. The Schwerin regional railroad headquarters will be furnished with 3.6 km of trackage from the Magdeburg railroad district. The rails, which are to be dismantled on the Dismark-Peulingen railroad line, are scheduled to be delivered by early November. (3) The light rails are to be installed on the lines between Ludwigslust and Doernitz, and Hagenow and Zarrentin. (4) The type F 15c heavy rails dismantled on these lines will have to be sent to Frankfurt/Oder by 10 November 1951 for use on the second track of the Frankfurt/Oder-Cuben railroad line. (5)

25X1

2.

3. Source observed that the reconstruction of the second track on the Rostock-Framow railroad line was 50 percent complete in mid-October. (7) The rails and ties required had been obtained from the Hagenow-Zarrentin railroad line. Source believed that the track would be completed by 15 November 1951.
4. Operational difficulties in the Halle railroad district were caused by a considerable increase in troop shipments in the second half of October(5);

CONFIDENTIALCLASSIFICATION ~~SECRET~~ CONTROL/US OFFICIALS ONLY

STATE #	X	NAVY	X	NSRB		DISTRIBUTION	
ARMY #	X	AIR	X	FBI		ORR	

Document No. 9

No Change in Class. ☐

☐ Declassified

Class. Changed To: TS 3 (U)

Auth: 8008089-7

Date: 29 AUG 1978

By: OIF

~~CONFIDENTIAL~~

SECRET/CONTROL/US OFFICIALS ONLY

2

the necessity of returning Polish gondola cars; and the shipments of 100,000 tons of potatoes to Poland and 40,000 tons of potatoes to Hungary. These difficulties endanger: the execution of Resettler Program 209 (Neubauernprogramm 209); the shipment of sugar beets; and the shipment of construction materials required for urgent construction projects such as the shipyard in Rostock, the foundry combine, and construction work on canals in Berlin.

5. On 21 October 1951, Lieutenant Colonel Sheglov (fnu) ordered the Berlin regional railroad headquarters to take all the appropriate steps for forwarding the trains with shipment record numbers 135/9899, 135/9902, 135/6320 and 135/6321. According to Sheglov, these trains had been held at railroad stations of the Berlin railroad district. (10)

25X1A

[] Comments.

- (1) For sketch of this connecting curve, see Annex. This information confirms and supplements previous information. It is now clear that a second connecting curve will be built east of Eberswalde. According to another source, the completion date for this project was 21 December 1951.
- (2) This project was reported previously. The completion of this line section would permit through traffic on the Bad Freienwalde-Angermuende railroad line.
- (3) The dismantling of the single-track Bismark-Poullingen railroad line, which is 25 km long, was reported previously. []
- (4) The exchange of rails on the Ludwigslust-Doemitz line section is reported for the first time. The exchange of rails on the line between Hagenow and Zarrentin was reported previously by the same source. []
- (5) The reconstruction of the second track on the Frankfurt/Oder-Guben railroad line was reported previously. See [] The line is scheduled to be completed by 30 November 1951.
- (6) Similar requests by Soviet agencies were reported previously. The lines mentioned are the main lines of the Schwerin railroad district and those extending into the Greifswald railroad district.
- (7) The reconstruction of the second track between Rostock and Bramow was reported previously. See [] This project is connected with efforts to double track the entire line to Warnemuende.
- (8) The unusually large number of railroad cars claimed by the Soviet occupation power in the second half of October was caused by the movement of Soviet troop units from troop training grounds to their posts.
- (9) Reports from the border area indicate that the shipment of potatoes was started on 21 October 1951. The trains concerned are dispatched to Pieszkowice in Poland via Frankfurt/Oder and probably also via Guben.
- (10) Lieutenant Colonel Sheglov, (fnu) is assigned as transportation officer to the Berlin regional railroad headquarters. From the index figures of the shipment record numbers, it is inferred that these trains were loaded with military goods to be dispatched to the east. The two trains with numbers of the 6xx block were probably loaded with ammunition, because the numbers of this block are exclusively used for ammunition shipments.

25X1A

25X1A

25X1A

25X1A

Annex: 1 - sketch on ditto.

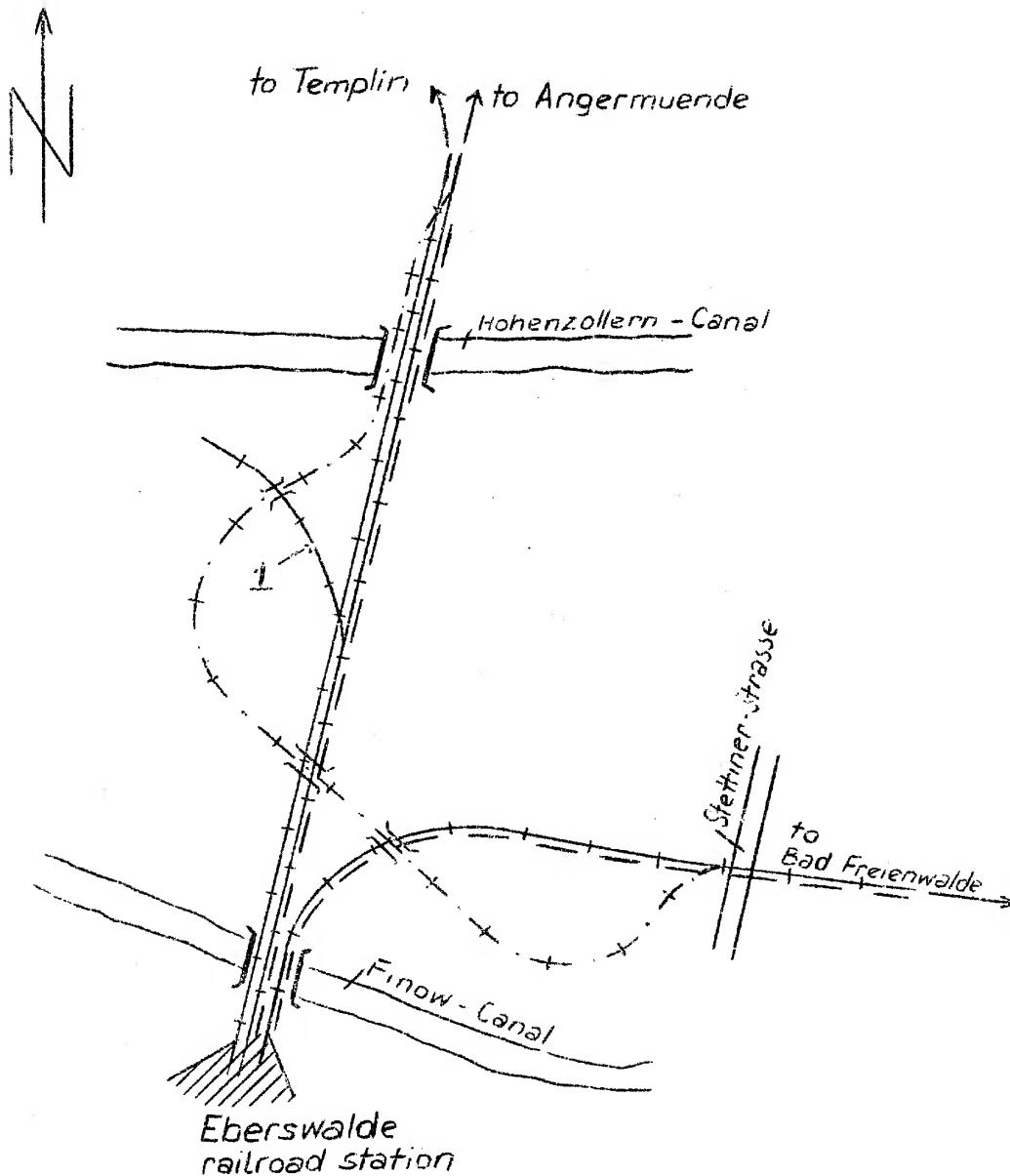
~~CONFIDENTIAL~~

SECRET/CONTROL/US OFFICIALS ONLY

~~CONFIDENTIAL~~
SECURITY CONTROL/US OFFICIALS ONLY



Connecting Curve near Eberswalde



- formerly double track, one track dismantled
- single track
- new connecting curve under construction

~~CONFIDENTIAL~~
SECURITY CONTROL/US OFFICIALS ONLY

not to scale